#### AFFAIRS OF THE RAILWAYS

The Atchison Denies It Is Seeking an Eastern Outlet by Way of Indianapolis.

Coming Revision of Rate-Sheets-World's Fair Traffic Already Under Discussion-Advance in Corn Rates Postponed.

CHICAGO, Dec. 24 .- Officials of the Atchison, Topeka & Santa Fe road positively deny the report that their company has any intention of securing, through the Jacksonville Southeastern company, control of the Indianapolis, Decatur & Western either by lease or purchase. They say the Atchison has no desire to extend its system eastward, and is not contemplating any new deals. Its present connection with the Jacksonville Southeastern is simply a traffic arrangement, and it has no proprietary interest in that line. The recent statement of Chairman Magoun, of the Atchison board of directors, to the effect that no further extensions of the system would be undertaken for some time to come was made in good

for some time to come was made in good faith, it is claimed, and there is no present intention of departing from that policy.

Chairman F. C. Donald, of the passenger department of the Central Traffic Association, has called a meeting of the compilers and rate clerks, to be held Tuesday, Jan. 6, to make changes for the quarterly issue of joint rate-sheets taking effect Feb. 1. The chairman calls attention to the advance in second-class rates from Missouri river points to western Colorado, Montana, Utah and Idaho points quoted in the transmissouri west-bound rate-sheet, and adds: "It is of the utmost importance that every line and association in the country be represented in order to secure the greatest resented in order to secure the greatest uniformity possible, and harmonize, as far as it is practicable to do so, the differences between the various interests in establishing through rates, and with this end in view we cordially invite every compiler and rate clerk to be present, and especially request that they remain until the work is finished."

A meeting of the general managers of the Western roads centering in Chicago was held at the general offices of the Chicago, Burlington & Quincy to-day to devise plans for the conveyance of passengers and freight during the world's fair, and to agree upon schedules. After a full discussion of the matter it was decided to take no definite action at this time, but to appoint General Manager Benjamin Thomas, of the Western Indiana road, a committee of one to confer with Director-general Davis, traffic manager Jacob, and other world's fair authorities relative to their views and suggestions in the matter. It A meeting of the general managers of the views and suggestions in the matter. It was given out at the meeting that the rail-roads are willing to act in harmony with the world's fair people in the matter of transportation and schedules.

The Eastern roads have postponed the advance in corn rates to the territory of the Central Traffic Association until Jan. 10. Central Traffic Association until Jan. 10. The through rate to seaboard points will be advanced Jan. 1, as originally proposed, but, owing to the refusal of the St. Louis east-bound lines to disturb the present rates to intermediate points until ten days later, the Chicago roads have decided to accept the delay. It is understood that one of the East St. Louis lines has a contract on its hands which does not expire until Jan 10.

Announcement is made of the appointment of John G. Taylor as live-stock agent of the Atchison, Topeka & Santa Fe, vice J. W. Hamilton, resigned

Drawing Business from Northern Lines. With the improvement to the physical condition of Southern lines and the putting in service of more modern passenger equipments, the business of Southern roads has increased to such an extent that the roads north of the Ohio river feel it. Formerly two-thirds of the passenger business from New Orleans, Memphis, Birmingham, Atlanta and other Southern cities, when going to New York or any Eastern city. came first to Cincinnati and then took the Bee-line, the Baltimore & Ohio, the Erie or soing via the more Southern lines. Now just exactly the opposite is the case. Two-thirds of the business takes the Southern lines via Washington, Baltimore and Philadelphia, and are known as the Piedmont lines, being the most fortunate in securing the business, which takes the Southern lines eastward from Washington to New York. The Pennsylvania gets a good haul, but its Western feeders north of the Ohio river lose by this change in carrying passengers, as do the other trunk lines south of Cincinnati. Present indications are that the St. Louis, Cincinnati and Indianapolis lines will have only the Southwestern and Western business to help them out. In speaking of this matter a general passenger agent, who was in New Orleans last week, said that one road out of New Orleans sold in November 807 tickets for New York via the Southern routes to Washington, the Pennsylvania lines east, the other third the Southern routes to Washington, against thirty-six sold to go East over the old route, via Cincinnati.

Personal, Local and General Notes. D. C. Bacon, general manager of the In-diana Car-service Association, has gone to Urbana, O., to spend Christmas. The earnings of the Ohio Southern road

are showing an increase over those of last year in December of over \$5,000 a week. Very handsome quarters have been fitted up in the Jackson-place block for Mr. Layton, the new general agent of the Pull-

man company at this point.

H. C. Parker, traffic manager of the Lake Erie & Western, will spend Christmas with friends in Peoria, and to-morrow goes to Chicago to attend to some official matters.

The Lake Erie & Western earned in the third week of December, gross, \$61,007.95; increase over 1889, \$4,403.78. The increase the first three weeks of December 18 \$15,-

M. T. Seymour, formerly superintendent of the Toledo division of the Columbus & Hocking Valley road, has been appointed trainmaster of the Columbus, Shawnee &

Wm. Greene, general manager of the Big Four lines, who has been in New York for a few days arranging time schedules with the Vanderbilt lines, returned from that city last evening.

The directors of the Belt road and of the Indianapolis live-stock yards will meet Jan. 6, at which time a quarterly dividend of 112 per cent. on the preferred stock will be declared, and a semi-annual dividend of 8 per cent, on the common stock

The through, as well as the local, passenger trains were yesterday crowded with passengers. Col. John Wise, of the Vandalia, brought in No. 20, which makes but few stops between St. Louis and Indianapolis, yet he handled 260 local and 44 through passengers on that train.

It is said that at no time since 1880 have freight rates east and west-bound been more fully lived up to than at present. The recent investigations by the Interstate-commerce Commission have had the effect, it is said, to put freight men who were easy on freight matters on their guard.

Joseph Ramsey, jr., assistant to President Ingalls, of the Big Four, will be in the city to-morrow, and will bring with him the acceptance of the viaduet ordinance, properly signed by Wm. R. McKeen, of the Vandalia, and Mr. Ingalis, they being the flicials whose signatures it was necessary

The employes in the Brightwood shops are feeling quite proud of the private car they built for Assistant General Manager Barnard, of the Big Four, so favorably does it compare with the private cars which have been built at much greater expense at such works as the Pullman and Wagner

General Manager Bradbury, of the Lake Erie & Western, stated last evening that the earnings of the road for the present year would pay operating expenses, fixed charges, taxes, rentals and improvements to the property and leave asurplus of \$750,-000, a sum sufficient to pay a 6 per cent. divident on the preferred stock.

Joseph Averill, general yardmaster of the Vandalia at this point, says there has been a remarkable increase in the coal traffic of the Terre Haute & Indianapolis road the last few weeks. The road is now bringing to Indianapolis from forty to fifty car-loads of Clay county coals a day, against ten to twelve car-loads at the corresponding time last year, which is about one-half as much

as the road brought in daily in the fall and winter months before natural gas was in-

It is expected that next week the deal by which the Big Four and the Cincinnati, Hamilton & Dayton exchange properties on Alabama street and Virginia avenue will be settled. While a belief prevails that the trade will eventually be carried out, it is thought that some questions between the two companies will be adjusted through arbitration, the value of certain portions of the property to be exchanged not being fully agreed upon between President Ingalls and President Woodford.

The Big Four passenger department

The Big Four passenger department claims that the Southwestern limited fast train put on two years ago has become a pronounced success, and they back the statement by showing the number of passengers carried from month to month as compared with the first year it was put on. Going east, in the month of November, the Big Four turned over to the Lake Shore road an average of fifty-four through passengers a day, and this was only an average month with the preceding months of this year.

A general passenger agent of a competing line of the Pennsylvania Company remarked, last evening, that E. A. Ford had treated the roads to so many surprises of late that he would not be at all surprised were it to be announced by him any day that 2 cents per mile would be the rate on all lines of the Pennsylvania Company on all classes of tickets. Officials of the Pennsylvania Company admit that such a reduction in passenger rates has been seriduction in passenger rates has been seriously thought of and will come unless there is less tampering with rates in the Central Traffic territory.

The investigation by the Chicago grand jury into the acts of railway officials already indicted is suspended, and awaits the judgment of the United States Supreme Court as to whether the witnesses in contempt, Messrs. Counselman and Peasley, must answer. When that is settled the Chicago investigation will be renewed. G.
M. Lambertson and George Ingham, whose appointments as associate or assistant district attorneys expire by limitation on Jan.
1. will be reappointed to assist in the trial and investigation. They have been so advised by the Attorney-general.

A Wabash freight man says the Wabash people should not be blamed for working their east-bound freight traffic via Detroit and then over the Canada lines, as in a business way the Canada roads reciprocate with a much larger tonnage than would any of their connecting lines via Toledo. As proof of this, he stated that the west-bound through husiness over the Wabash bound through business over the Wabash in November showed earnings this year of \$60,170, an increase of \$14,755, while in east-bound business a large decrease in earnings is shown, which demonstrates the wisdom of working with the Canadian lines.

H. J. Rhein, general agent of the Cincinnati, Hamilton & Dayton at this point, yesterday received a letter from General Passenger Agent McCormick expressing Passenger Agent McCormick expressing gratification that the receipts from sales of tickets at Indianapolis had increased so handsomely the last year, as compared with former years, the statements showing that at the Indianapolis office there had been a larger per cent. of increase from sales of tickets than at any other point on the system. This was gratifying to Mr. Rhein, as he is just closing his first year as general agent of the company at this point.

The traffic department of the Lake Erie & Western road has experienced a good deal of trouble in educating shippers on the Fort Wayne, Cincinnati & Louisville road up to the business methods of railroading. Former traffic managers have been liberal with passes and about as liberal in naming rates, but when the road passed under control of the Lake Erie & Western, which works with all the important roads of the country, it became necessary to bill freights and take the position as regards passes which is recognized by the rules of such organizations as the Central Traffic and Trunk-line associations. Trunk-line associations.

C. C. Waite, president of the Columbus & Hocking Valley road, has prepared a preliminary annual statement, estimating the business of the remaining days of the year, which will show the gross earnings of the road this year to have been \$3,030,000; increase, \$505.345; net earnings, \$1,369,000, an increase of \$264,414; or, in other words, the gross earnings increased 20 per cent., operating expenses 17 per cent., and net earnings 24 per cent., as compared with the year 1889. During the year several old and troublesome suits have been settled. Extraordinary expenses resulted from the general improvement to the property and increasing its equipments.

ncreasing its equipments. In its issue of this week the Engineering News, of New York, will publish summaries showing by groups of States the mileage of track laid on extensions of steam-railway lines in the United States, upon which regular trains are to be run to do business as common carriers of both freight and passenger traffic, for the calendar year of 1890. According to the figures presented the total addition to the country's railway mileage between Jan. 1, 1890, and Jan. 1, 1891, was nearly 5,800 miles, or about 700 miles more than was laid in 1889. The total amount of railway completed on Jan. 1, 1891, is 167,172, of which amount 36,912 miles, or over 22 per of which amount 36,912 miles, or over 22 per cent., has been constructed during the last

A general pasenger agent, yesterday, in speaking of the growth of business between Indianapolis and Chicago and Cincinnati and Chicago, said that it was really re-markable. The Louisville, New Albany & Chicago and the Cincinnati, Hamilton & Dayton had opened, within the last four years, a good line, well equipped; the Pennsylvania Company had put on fine equipments and fast trains, yet the increase in business between the points named has been so great that the business of the Big Cour between Cincinnati and Chicago and between Indianapolis and Chicago had not been lessened; in fact, the business of the Big Four between these points in 1890 has been in excess of any former year.

Following is the statement of the business of all lines of the Pennsylvania railcoad: All lines east of Pittsburg and Erie for November, 1890, as compared with the same month in 1889, show an increase in gross earnings of \$167.067, a decrease in expenses of \$2,234,579, and an increase in net earnings of \$41,086. The eleven months of 800, as compared with the same months of 889, show an increase in gross earnings of 4,877,769, an increase in expenses of \$4,005,-567, and an increase in net earnings of \$872,-192. All lines west of Pittsburg and Erie for November, 1890, as compared with the same month in 1889, show an increase in gross earnings of \$112.440, an increase in expenses of \$26,785, and antincrease in net earnings of \$875,655. The eleven months of 890, as compared with the same period of 889, show an increase in gross earnings of 4,289,407, an increase in expenses of \$2,273,-461, and an increase in net earnings of \$1,415,-

The Big Four people in the passenger de-partment are not pleased with the manner that the Cincinnati, Hamilton & Dayton is doing business here, alleging that their tickets are too numerous in the hands of scalpers, which the latter sell at \$2.75 from Indianapolis to Cincinnati. Inquiry among the scalpers, however, fails to substantiate the statement. They say they buy a Big Four mileage book as quick as a C., H. & D. mileage book or ticket if offered to them. The scalpers admit, however, that they handle more C., H. & D. tickets than Big Four. but assign as a reason that the traveling salesmen are so opposed to ticket-col-lectors on trains that they prefer to use the C., H. & D. whenever they can rather than the Big Four, consequently when a travel-ing salesman wishes to dispose of a mileage book they get it, and also secure, occasionally, a local ticket at a reduced rate from some party who failed to use it; but the number of C., H. & D. tickets or of any other road which the scalpers handle is greatly exaggerated. Since the Ohio, Indiana & Western ceased to be. Indianapolis scalpers have had to depend largely on excursion tickets or partly used mileage books to do business. Buying tickets in blocks, as formerly, is something the scalpers say they cannot now do unless it is tickets of some foreign road which makes a scalper its agent.

#### Not a Bad Suggestion.

If the members of Congress are really anxious to "do something to relieve the financial situation." they should go off in softened with pity. She lifted up her skirt the woods somewhere, sit down on a log again and said she hoped I'd excuse her, and think hard for a month. By that time the financial situation would be found to be all right.

Anent the Kean Failure,

Chicago News. The road to the banker's ruin is paved with good intentions—unaccompanied by

FITS, spasms, St. Vitus dance, hysteria, headache, neuraliga and nervous prostra-tion cured by Dr. Miles's Nervine. Free samples at druggists; by mail 10 cents. MILES MED. Co., Elkhart, Ind.

#### ALVA ADILVA.

Miss Candish's Christmas Boy. "Sometimes I'm a great mind, 's ever I had to eat, to adopt a boy. Now it's come Christmas time I do believe I'll jest treat

myself to that kind of a present." Miss Candish was basting some overalls, one pair from a great pile that lay on the table by her. The thread hissed as it went through the cloth beneath her rapid fingers. The spare figure was bent over, the thin face was flushed, there was a kind of eagerness visible in the usually undemonstrative woman. Was it the Christmas spirit working within her? As the long thread was exhausted and she pulled the needle out, she looked at me before she bit

off a new thread. "P'raps you'll think I'm silly," she said, "but I do want to name a boy Alva Adilva; and if I took him young enough I could have the namin' of him myself. Yes," she went on, "I know it's silly, 'n' you think went on, "I know it's silly, 'n' you think
I'm nothin' but an old maid, and I ain't.
But if you'd had your mind set on a thing
most ever since you was grown up I s'pose
if you see your chance to do it you'd do it,
wouldn't you! I know you would—so'd
anyboddy, 'n' I ain't no different from other
folks. They all tell me overallin' ain't no
kind of a way to git money to bring up a
child on. But money ain't everything,
though 'tis a good deal. I'm goin' over to
see him soon's I git this pair ready for
Mandy to put through the machine. I wish
you'd go with me. He ain't pretty nor he
ain't interestin', but I could take him'n'
name him's I pleased, 'n' 'twouldn't be
nobody's business. They couldn't say ah,
yes, nor no to it."

On the way, which led through a lone-

yes, nor no to it."

On the way, which led through a lonesome road, Miss Candish picked a few bare
stalks of tansy, and said she always did
like tansy griddle-cakes, though most
everybody thought they were horrid. She
never could make tansy grow round her
house; something wa'n't right for it there.
She paused suddenly in her walk and
looked anxiously at me, the cold wind
sweeping her shawl out behind her.

"Mebby," she said, in a quavering voice,
"mebby I couldn't make the boy grow,
neither. You don't think it's wrong, do ye!
S'pos'n he should begin to pindle soon's I'd
got him!"

got him!" The worn face was drawn in consterna-tion at the thought, but it became brighter when I said that, at the worst, the boy would have a better chance with her than

at the poor-house, She walked on by my side smelling the tansy, which she rubbed between her

"You see," she said, a dull glow coming into her middle-aged face as she spoke, "I feel kinder free to speak to you, somehow. I don't never mention such things to Mandy, though Mandy's good's she can be, 'n' there ain't anybody could put a pair of overalls through the machine's quick 's she can. But even though a person can stitch over-alls quick, you don't always feel like tellin' um some things. But there's something bont you makes me want to say that when I was young I had-well, yes, I may as well

Here the blush deepened, and she stopped to pick another spray of tansy.

"It don't seem possible, does it?"
She laughed as she asked the question.
Looking at her now, I could not help saying to myself that it really did not seem possible.

"It wasn't gen'ly known," she continued.
"Was his name Alva Adilva?" I asked, thicking I had now penetrated the secret concerning the name.

"Oh, no; his name was Ludo Seavey. He came from the Cape to learn the shoemakin' trade. When he went back he took some kind of a fever 'n' died 'fore I knew anything 'bout it. I always feel sure if it hadn't been for that fever he'd have reglarly proposed to me."

"You were not engaged to him, then?"

"You were not engaged to him, then?"

"Not precisely. But if ever a man meant to ask a woman, Ludo meant to; 'n' if he had asked, I should have said yes. So, you see, you can't wonder that I always think of myself as havin' been engaged; 'taint as though I was an old maid that never had no chance. But 'taint a matter that I talk no chance. But 'taint a matter that I talk of. Some folks know 'bout Ludo, but we' don't exchange no words on the subject."

As Miss Candish had continued talking, her whole frail, insignificat person had gradually become more alive. Even the dull, uninteresting eyes had a kind of sparkle in them. And he had never asked her. He had meant to ask her. Still he had gone back to "the Cape" with his trade learned, and he had not spoken. Did any-one, save Eunice Candish, believe he ever intended to speak? Who, however, could wish to destroy an illusion which made a glamour of romance in this bald life? To be-lieve one has had an admirer must be al-most as consoling as really to have had one. A cynic at my elbow here inquires if a woman ever lived who had not this conso-

There was no snow. The road was hard and white. The dust rushed down this lonely highway, driven by the northwest wind. Miss Candish held her blue calico gown up above the tops of her boots, showing her white stockings. She hated dust.
She said she never could make up her
mind that it was lady-like to wear colored
stockings, though she "knew they was much worn."

I wished to put some questions concerning Ludo, but I was not sure I ought to do so. I soon saw she was loath to leave the subject. She informed me that Ludo had once loaned her a story-book. She said there was no doubt but that it was a novel. The minister who had seen it on her table had said decidedly that if it wasn't a novel, it might as well be one. Still she had read it. It was very in-teresting. "She didn't know as it done her any harm; she wasn't quite sure." It was a number of years ago now, long enough, she thought, for her to know if she had taken any hurt from it. She spoke as if referring to having been exposed to the small-pox, or to some contagious disease, and that now the time necessary for her to "come down with it" had passed, and she might consider herself comparatively safe. She dwelt a good deal on that novel. It was the only one she had ever read. If she had married Ludo she might have fallen into the habit

of reading them. She couldn't tell. She was looking at me over her bunch of tansy, wishing to know what I thought of novels, but hesitating to ask. Finally she glanced away; she grew quite red, and her lips trembled as she said that the principal male character in that book had been the Count Aiva Adilva. She had never forgot-ten him. Although he had been very dark, with a curled black mustache, and Ludo had been light, with no mustache at ail, the Count had constantly reminded her of Ludo. If she had married Ludo, and if she had had a son she should have named him Alva Adilya. If she had been rich and could have bought the privilege of naming some other woman's son, she should have named him that. Again she said she 's'posed I thought she was very silly," and this time she insisted on an answer. Her eyes were fixed on me with that bold-

ness which is one phase of extreme shyness. When I stammered and hesitated she con-"It seems rather romantic," I said, with a foolish smile. She dropped her skirt down into the dust and clasped her hands and the tansy together. The herb gave out its pungent odor upon the cold air, and a puff of wind

blew the road-dust in our faces. "I always did think I was romantic," she exclaimed, with a laugh, her faded eyes overflowing for an instant with the intensity of her gratified feeling. "But, gracious! there ain't nobody ever suspected it. They think 'cause I spend s' much time in my flower-garden when I oughter be bastin' overalls that I'm kinder cracked. Old Bethia Brewster told Mandy one day that everybody knew I was love-cracked. P'raps I be, but if I be I guess I can stan' it. I've seen folks that couldn't love 'nough to be injured ter save their lives, 'n' I guess Bethia Brewster's one of um. She's an old maid. I don't s'pose she was over engaged

in her life.' At the thought of a woman who had never been engaged, Miss Candish's face

# EW YORK STORE

[ESTABLISHED IN 1853.]

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We are closed all day to-day, but shall open to-morrow morning with the most

ASTOUNDING BARGAINS.

# ALL HOLIDAY GOODS

MARKED DOWN TO CLOSE, Regardless of COST

READ THE PRICES.

THEY ARE PHENOMENAL.

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cabinets, and

finished, wort

20 DOZEN

50 DOZEN

200 dozen Initial Tum-

5c, 10c and 20c.

PHOTOGRAPH

A few dozen left, and they will

Finely Decorated Cups and Sauc-

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Decorated China Mugs; choice

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Plush Manicure Sets, and sets

finished in oxidized silver and an-

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In all grades, cut off for the Holi-day trade, will be closed at low

be sold at ridiculous figures.

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A Plush Album, silver-

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## DOLLS.

100 dozen Dolls, washable and jointed, formerly 40c, 16c

10 gross Dolls, bisque heads 14c 50 dozen Dolls, slightly damaged, will be closed out at less than cost.

#### TIN TOYS.

All our Tin Toys will be sold at a discount of more than 50 per cent. 50 dozen Horse, Cart and 33c Driver, formerly 75, now. 33c

#### PANORAMA or CHILD'S THEATER

A new lot that came late. Have been sold at 29c and 33c; choice 5c

Combination Banks, regu-3c

50 dozen Brass Night Lamps, filled with perfume, chimney and all complete; 25c

Fairy Lamps, satin finish, 10c all complete, worth 35c, only

#### 500 DOZEN LADIES' HANDKERCHIEFS.

Fancy borders, only 25c per dozen,

assorted designs.

Miss Candish. "They've all got to go to the poor-house. I pity um."
We walked by them and one flicked the

whip across my companion's face, and the others laughed uproariously at the feat. Inside we paused a moment in the entry. We saw, in the only large room, a woman lying on a bed and the doctor sitting by her. As we hesitated, she also saw us and lifted a thin hand to beckon us in. "You no need ter wait out there," she said querulously. "Se' down. The doctor says I'm mighty low. Be you still in the same mind bout this baby, Miss Candish?"

Here a cough caught her breath, and it was some moments before she could hear

Miss Candish reply.
"I'm willin' to do what I can, Mis' Richards," she said. "Does that you mean you'll take him?" breathlessly asked the mother. "I s'pose you ain't named him, Mis' Rich-

"No. I ain't ben able to think of no name." Miss Candish rose and walked to the bed. She did not try to conceal her excitement. "I believe," she said with solemnity, "that I can say I have decided to take him. I will go home and make a few preparations."
She went back hurriedly toward the door. but was stopped by the mother's voice, saying, with husky imperativeness: "You might's well take him now. He's a terrible care to me, 'n' the doctor says I'm

mighty low." The mother turned down the bed-clothes, thus revealing a pasty-looking child of six months, who began to moan at being dis-

The doctor rose to his feet and cast a swift, meaning look at Miss Candish. Instead of enlightening, the look seemed to bewilder her. Her hands began to tremble. She hastened to repeat that she would hurry home and make a few preparations; she would return in the afternoon prepared to-

"Better take the child now, Miss Candish." interrupted the doctor; "take it right He lifted the baby from the bed and wrapped a shawl about it, handing over the bundle to Miss Candish, who took it as if it were a piece of crockery which she should drop in spite of her best efforts to the contrary. She held it out from her. "Keep it top-side up," said the doctor, following us to the door. The mother was

coughing again and strangling. "She will not be alive to-night," said he, as we stepped down on the big stone by the

"Oh, dear me," whispered Miss Candish. We went back over the dusty road, and Miss Candish was obliged to drop her tansy. We "spelled each other" with the burden on the way, and even then it seemed a long distance to us. The baby kept up its whining cry without an instant's intermission. The only difference was that it cried londer when

Miss Candish held it. She seemed to wish to hold it at arm's length from her, and the child resented that. Although she did not really carry it with its head down, she appeared as if she would not know if she did so. She looked piteously anxious and un-comfortable. When she reached her own door she begged me to go in and hold the baby while she "fixed it some catnip. There was one thing," she said, "that she did know about children: they always were the better for having catnip. Mandy came in from the kitchen as w entered the sitting-room. "Oh, lor!" she cried, and stared

lounge for Alva Adilva," said Miss Candish with an assumption of dignity of which l had not believed her capable, and which greatly impressed Mandy. The child cried in a low kind of way al day and all night. Mandy reported through the neighborhood that she didn't know, for her part, why it should ever stop crying, for Eunice Candish had "about as much faculty with a baby as if she'd ben a

"I wish, Mandy, you'd put a piller on the

As for Miss Caudish, after that first demand for "a piller for Alva Adilva," she name silence while we turned a corner in the road into what was little more than a cart path. Close to the turn was a small house without a tree near it save one old poplar. Hitched to this poplar was the doctor's horse; the little sulky behind the horse was occupied by three boys, who were dirty and ragged, and who had evidently chosen this way in which to amuse themselves wile the carriage was within their reach. They were laughing, and kicking at the dash-board.

"Them's the other children," whispered

As for Miss Caudish, after that first demand for "a piller for Alva Adilva," she name she had given him, and every time she had As for Miss Candish, after that first de-

### BOOKS.

Thousands have examined of Xmas books, and, naturally, many are slightly soiled. These we shall sell at greatly reduced prices. Children's books, standard authors they all must go.

Christmas Booklets will be sold for what they will bring. Still a good selection.

### CANDY DEPARTMENT.

Just received, a new lot of

BOSTON CHIPS. a pure sugar candy, at 30 cents per pound.

#### GAMES.

THE CROSS PUZZLE. The newest game in the market. We alone sell them.

15c. Ask to see it.

ALL FANCY GOODS Have felt the awful knife, and the prices are way down.

A large assortment of

Leather Goods, Collar and Cuff Boxes, Comb and Brush Sets, Etc., Etc.,

At very low prices.

Much as he improved, however, the

to her charge to pull to pieces.

He stared at me with his meaningless

"He grows han some, don't he?" she said

with a confident smile, giving him another

grape. Her face softened still more; and she added:

"He's a regular Chistmas boy, he is—a blessin' to me. I feel sure Ludo 'd ben

pleased; 'n' Aiva Adilva's more 'n' more of a

Bethlehem Town.

As I was going to Bethlehem town

That whispered in this wise to me:

As up I fared to Bethlehem town I met a shepherd coming down,

An angel host most fair to see

That shall uplift on Calvary

That sung full sweetly of a tree

What burthen saveth you and me!"

And as I gat to Bethlehem town,

A King shall wear this diadem?"

Unto a Child in Bethlehem town

And while the infant, smiling, slep

What burthen saveth all and me.

Again I walk in Bethlehem town

I may not kiss His feet agai

Springfield Republican.

Nor worship Him as I did then;

Upon their knees they fell and wept;

But, with her babe upon her knee, Naught recked that Mother of the tree That should uplift on Calvary

And bear what burthen saveth thee."

And thus he quoth: "A wondrous sight

Lo! wise men came that bore a crown-"Is there," cried I, "in Bethlehem

"Good sooth," they quoth, "and it is He That shall be lifted on the tree And freely shed on Calvary What blood redeemeth us and thee!"

The wise men came and brought the crown;

And think on Him that wears the crown-

funny man was particularly brilliant dur-ing one of John Redmond's speeches. Said Mr. Redmond: "Parnell was hit in the eye

at Castle Comer by a bag of lime." "Sure

they were only whitewashing their leader," came the reply quick as a flash. Again, when Redmond was denouncing the inter-

ference of the priests in political matters, another hearer answered: "Didn't the priests teach us our catechism? Why

shouldn't they teach us our Kittychism."

Hath spread before mine eyes this night-

Upon the earth I cast me down

All underneath a little tree

"O I shall stand on Calvary

-Maria Louise Pool, in New York Tribune.

eyes and hung open his mouth.

comfort to me.'

PETTIS DRY GOODS CO PETTIS DRY GOODS CO PETTIS DRY GOODS CO no expression in his almost white eyes and Yukon. I'd like to see them crack up the

figures.

climate then. A year ago, while on one of many prospecting tours, two other miners besides myself rowed up the Yukon river several hundred miles into the Consoflake change in him was not so marked as in the woman who had adopted him. Miss Candish's eyes almost sparkled; she looked almost animated. She hardly spoke a sentence without referring in some way to Alva Adilva. Every movement in her house was made in reference to him. Still several hundred miles into the Consofiake country, a region never before penetrated by white men. It was there we came across these immense snow-drifta. The snow seldom, if ever, melts. Season after season it accumulates between the mountains and on the plains. The country is rough beyond description, but immensely rich in mineral deposits. It was while on this trip that one of my companions died. In crossing a range over a glacier he slipped and fell more than one hundred feet." she managed to baste more overalls than ever before, although she had less time.

She said she had to "spring to it, but Alva Adılva would be needin' clo'es, 'n' she mustn't let a minute slip."

The Supreme Court Appointment.

She bought a second-hand baby-carriage, and caught a few moments to wheel the boy along the frozen roads every day "it would do." The snow "held off wonderful," she said. It held off for Alva Adilva.

I met her this morning pushing the carriage and stopping to pick a still green fern that grew under a bank. She gave it to her charge to pull to pieces. To the Editor of the Indianapolis Journal: Permit me to suggest that the Democratic newspaper men who have been clamoring for the appointment of a Democrat to succeed the late Judge Mitchell on the Supreme Bench look to the election figures. before condemning Governor Hovey because he "disregarded the will of the people, as expressed at the last election, that there be a Democia' in the Supreme Court." There were 232,000 voters of this State at the last election who expressed their preference for Judge Mitchell, but two years ago there were 262,000 voters, who, by their ballots, proclaimed in favor of Governor Hovey, expressing their confidence in him. and beseeching such an administration o public affairs as his wisdom should dictate. In other words, the popular confidence in Hovey, as compared with that in a Democratic judge of the Supreme Court shows an excess of more than 30,000 voters. In view of these figures the last election contained no suggestion that could be binding on the conscience of the Governor; on the other hand the Governor would have approached the commission of a political crime had he permitted the will of the 232,000 voters to override

> that of the 263,000. I see further that some of the editors who are anxious to have Democrats provided for have suggested the appointment of persons who reside outside of the Fifth district. The constitutional provision is that the judges shall reside in their respective dis-tricts. In other words, these editors publicly urge that the Constitution be overridden to give a Democrat an office-a theory not new in the practices of that party. The State certainly has cause for congratulation that it has a Governor of wisdom to conceive his duty and of courage to respect his oath rather than the dangerous and unlawful suggestions of mere place-hunt-WILLIAM V. ROOKER.

INDIANAPOLIS, Dec. 22. The End Not Yet.

Memphis Appeal (Dem.) The feeling of disappointment over the defeat of Senator Hampton seems to grow in bitterness among the people of South Carolina. The arbitrary conduct of Speak-er Irby, with his intimation of an oligarchical dispensation, aggravates the factional spirit which was developed last sum-

Your own feelings will tell you, when you are in need of a tonic or Blood purifier. A lack of energy, a tired feeling, depressed spirits are good indications that the blood is sluggish.

My King hath died upon the tree, And hath outpoured on Calvary What blood redeemeth you and me! -Eugene Field, in Chicago News. The Irrepressible Irish.

The wit of an Irishman is simply irre-pressible. The political canvass attending the Kilkenny election to be decided to-day has shown this quality as well as the pro-verbial Irish liking for swell heads. Even mer, and it may be depended upon that the end of political disorders has not yet been Mr. Parnell had a touch of humor when he said: "There's enough confidence in both parties to supply the United States for several presidential elections." But the

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